IN THE SPECIFICATION

Page 2, paragraph starting at line 22:

In figure 1 there can be seen a single cylinder engine with a [cylinder] combustion chamber 10 having two inlet valves 11, 12 and two exhaust valves 13, 14. Each of the inlet valves 11, 12 exhaust valves 13, 14 is operated by a valve operating mechanism 26 which allows the respective valve to be deactivated.

Page 3, paragraph starting at line 30:

At low engine speeds or loads the valve operating mechanism will deactivate the inlet valve 11 and the exhaust valve 13 and operate only the inlet valve 12 and exhaust valve 14. Thus no exhaust gases flow through the turbo-charger 16, which remains inoperative. The low pressure turbo-charger 18 is driven by exhaust gas flowing past the exhaust valve 14 and through exhaust duct 19. The turbo-charger compresses air which is fed along the inlet duct 22 through the intercooler 23 and allowed into the combustion chamber 10 via the inlet valve 12 with the inlet port giving a high degree of swirl to the charge air as it enters the [cylinder] combustion chamber 10, where it is compressed and diesel fuel is injected and the [machine] mixture ignited by compression ignition.

Page 4, paragraph starting at line 11:

At high engine speeds and loads the valve operating mechanism will operate both inlet valves 11, 12 and both exhaust valves 13, 14. Thus exhaust gases will be supplied to both turbo-chargers 16, 18 which are driven to compress charge air which is then supplied to the combustion chamber 10 via both inlet valves 11, 12. The combusted gases leaving the turbo-charger 16 are supplied to the turbo-charger 18 to assist in the driving of the turbo-charger 18. Operation of the exhaust valves 13, 14 and the inlet valves 11, 12 preferably can be controlled by an engine management system to vary for different engine operating conditions (e.g. engine speed, load, temperature during acceleration, during deceleration) what percentage of the total charge air supplied to the [cylinder] combustion chamber 10 is supplied via the inlet valve 10 and what percentage is supplied via the inlet valve 12.

Page 4, paragraph starting at line 26:

In Figure 2 there can be seen a single cylinder engine with a [cylinder] combustion chamber 30 having two inlet valves 31, 32 and two exhaust valves 33, 34. Each of valves is operated by a valve [generating] operating mechanism 42 which allows the respective valve to be deactivated, e.g. by a cam profile switching mechanism (perhaps in combination with a cam phasing mechanism) or an actuator (perhaps an electro-hydraulic actuator) for each valve.

Page 5, paragraph starting at line 19:

The Figure 2 engine can be operated so that only the inlet valve 31, exhaust valve 33 and turbo-charger 36 are functional or so that only the inlet valve 32, exhaust valve 34 and turbo-charger 39 are functional. The Figure 2 engine can also be operated so that all the valves and both turbo-chargers are active; preferably the control of valve operation will enable control of what proportion of the charge air supplied to the [cylinder] combustion chamber 30 is supplied via the inlet valve 31 and what proportion is supplied via the inlet valve 32.